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NOTICE TO CREDITORS—ESTATE OF WILLIAM S. WALES, deceased. Notice is hereby given by the undersigned, Administrator of the estate of WILLIAM S. WALES, deceased, to the creditors of and all persons having claims against the said decedent, to file with me their claims against the estate, within four months after the date of the first publication of this notice, to Taylor & Tola, Attorneys for Administrator, at No. 209 Fifth street, Sacramento, California.

Dated October 29, 1885.
J. H. KUTS-EL, Administrator.

FREEMAN, JOHNSON & BATES, Attorneys for

HOBOKEN.

THE RISE AND FALL OF A CALIFORNIA CITY.

How the American was Navigated in Early Days—Reminiscences of the Flood of 1853.

During the time that Sacramento city was flooded in January, 1853, all communication with the mining counties that received their supplies from this city was cut off. That was a time to hydraulic mining, and the placer mining of the four preceding years had not damaged in the least the channels of the river of the State; in fact, it is stated by all who have been there that the waters of both the American and Sacramento at this point were so clear that their pebbly bottoms could be seen at their deepest points. Sacramento being thus cut off from interior communication by wagons and pack-trains, the only means of transportation in the early days, her enterprising merchants began to look for a site on higher ground, where freight could be landed from vessels and be secure from floods. The place selected, nearly due north of the city, was called Brighton, and was named Hoboken. The American river at that time was navigable to that point, and even beyond, for the smaller class of steamers that plied the Sacramento. A large town was laid out, with wide streets, a steamboat landing erected, and within ten days a town sprang up, which at that time was called Hoboken. It was to rival Sacramento. Three small stern-wheel steamers made daily trips between Sacramento and the new town. Adams & Co. established an express office in the flourishing village and every firm of any consequence in this city had a branch in Hoboken. Under the head of "Commercial," January 11, 1853, the *Daily Union* has the following item: "The merchants of this city have been forwarding goods to Hoboken, where they are immediately sent off to the interior by the teams. The prices of goods in Hoboken are a shade above the city rates. The markets to-day exhibit no change of note. Flour remains firm at 18c for Chile; American in bulk, at \$4.00; and quality meet quick sale at 11c." On the following day the same journal had the following: "Capt. Pondgast, of the steamer *Oakland*, which has been chartered expressly for the trade, made an expedition to Hoboken on Tuesday, and accomplished the upward trip in one hour and ten minutes. Returning, he accomplished the downward trip in one hour and ten minutes. The *Oakland* is capable of carrying forty tons of freight, and performs her voyage to a charm. In addition to Adams Express Company, the banking house of J. B. Bacon & Co. have established branches there. Lots have been staked off for nearly half a mile along the vacant grounds; business brisk, and money plenty; in addition to the three or five temporary structures have been erected, principally occupied as places for the transaction of business and sale of goods by merchants of this city. Two or three blacksmith-shops are in operation, and Todd's Express has for some days past been arriving from the interior with its wares. The eating houses are doing a good business, and find it difficult to supply the demands of their numerous customers. A portion of the cart-men have deserted their teams and gone to the interior, where they are packing-trains from the interior are receiving their cargoes, and bearing them off to gladden the hearts of famishing miners. In addition to the sale of the property, daily running between this flourishing village and Sacramento, flatboats are used to furnish the merchants with goods, and a proprietor has taken the liberty of running a boat to Hoboken this morning at 8 o'clock, and one or two other steamers later in the day. Those who desire to gratify their curiosity by gazing upon the world renowned town, will have an opportunity of visiting it to-day. Further information concerning its trade and commerce, and the names of the firms already located and doing business there, as follows: McCull & Co., Bar, Griggs & Co., Maduax, Weatherax & Co., Lewis & Co., J. B. Starr, Lewis Lewis, Stanford & Brother, R. H. McDonald (drug store), Anderson & Kendall, Hull & Lohman, Greenbaum & Brother."

At this time the draw in Lisle's bridge across the American worked so badly that the Board of Supervisors, Messrs. Watson, Vardilove and Lewis, had to close it, and have it remain closed. The proceedings of January 8, 1853, read as follows: "Your committee would respectfully report to this Board that the draw in Lisle's bridge yesterday upon the board the steamer R. K. Page, and the slouch they found in the shallowest part four feet six inches deep, and the water two feet deeper than the R. K. Page draws. Your committee would further report on examining the bridge they found the some four or five feet, so that if the draw were raised it would place the south end of the bridge in great danger of being carried away, either by the current or drift; all of which is most respectfully submitted."

The following preamble was adopted: "Resolved, That the draw in said bridge be permitted to remain closed until such time as in the opinion of this Board it may be deemed to be raised for the purpose of the public convenience."

On Saturday, January 15, 1853, the following advertisement appeared in the *Daily Union*:

EXCURSION TO HOBOKEN AND THE ELYSIAN FIELDS. The New and Splendid Fast Steamer *OAKLAND*.

CAPTAIN A. HALLET. Will leave from alongside the Storeship CRESCENT, ON

SUNDAY, JANUARY 16TH, At 10 o'clock, A. M., on an excursion to HOBOKEN and BRIGHTON, and return at 3 P. M., thus affording the opportunity of viewing the new city, and the scenery on the American river.

For further particulars apply to H. PENDERGAST, on board the steamer.

In the same issue locally appeared the following: "For the Elysian Fields! There's poetry in that sentiment; for it lifts the mind above all gross indulgences, and carries it to the sublime and beautiful. In its terrestrial application it means a state of comfort not to be realized in muddy and dreary rain. It presupposes grandeur, high ground, and lovely scenery, such as are said to exist in the region of Hoboken. And, indeed, it refers to Hoboken itself, and no other place, as may be seen by the observance of the little steamer *Oakland*, which designs making a pleasure excursion to the new town to-morrow at 10 o'clock. Here, then, is a rare chance for the ladies. Only this—it—a voyage to the 'Elysian Fields.' Every body will want to be taking passage."

On Monday, the day following the excursion, the following advertisement appeared in the *Union*: "The steamer *Oakland*, Captain Pendergast, made a pleasure excursion to the new town located in the 'Elysian Fields,' yesterday at 10 o'clock. The steamer was crowded with passengers, as was also the little steamer *Kennebec*, which arrived at Hoboken a half hour later. In addition to several hundreds of people conveyed in this manner, many sought the place on foot, giving to its streets, at 2 o'clock, the unguated appearance of a crowded city. The day was a lovely one, and every person seemed to enjoy the visit to an unusual degree. The town consists of, perhaps, more than two hundred canvas houses, extending along the river, which is carried on business of almost all kinds, and to a very heavy extent. Among the houses of the town is a barber shop, in which several subjects were costumed, as we passed the door, undergoing the process tonsorial."

"The river banks at Hoboken are high, and the soil sandy. There were no indications of the water deluge of the last two months, beyond a pleasant dampness to alay the dust; and while one lingered in the vicinity he could not but forget, in the

pleasurable state of his feelings, the three feet of mud at Sacramento, and the afflictive cause which produced it."

It is understood that a prominent auctioneer of Sacramento has been elected Mayor of Hoboken, and a well-known banker its Treasurer. These gentlemen were respectively toasted and cheered in connection with their honorable positions, and good-naturedly lent the influence of their names to the circulation of the harmless fiction.

Hoboken, although a very pretty place and highly suitable for the occasion which gave it birth, is destined, to be short-lived. Two weeks of pleasant weather will 'knock it in a cocked hat,' and there is no conceivable access to it in a low stage of water—at least of such a character as to justify the expense of transhipment of goods when the water is in the stage of high tide. This far has been a pleasant one, however, and we sincerely hope that all those engaged in doing its business may profit handsomely from their enterprise and industry, ministering to the wants and convenience of the interior trade."

A gentleman in describing Hoboken in a letter to an Eastern friend said: "The traveler who winds his way from the Phoenix city of the Plains, toward the northern mining regions, will desire what the distance will induce him to believe and a half mile of clean, newly-washed linen, but which, as he approaches, will resolve itself into a lengthened row of canvas houses and tents, all white and glistening in the morning rays. As he draws nearer, he hears the ringing of the anvil, the cry of the auctioneer, the whistle of the teamster, the melodious voices of trains of pack-mules, and all the sounds that active industry can produce. He is now about five miles from Sacramento, and as he has traveled this road before, when no city here greeted his vision, he asks in some surprise, for the name of this blooming daughter of California, arrayed in spotless white, whose smiling face bids him welcome to her hospitable halls. He looks for the oldest inhabitant, who, luckily, is coming under full sail up 'Main street' at that particular moment."

They seat themselves upon the top rail of the fence, with no intention of riding at their neighbors, but the one to commence and the other to listen to the following conversation:

"My son, the young lady whose name is called Hoboken, and by the beard of the Prophet, I tell thee, that name is 'Hoboken.' Was she christened by that name?"

"She has never been to the baptismal font, replied the 'oldest,' for her mother, whose name is Sacramento, is for some unaccountable reason, inveterately opposed to religious observances, and never consented that the beautiful Hoboken should be immersed. She is but ten days old, and yet thou hast never beheld more perfect symmetry, or a more evenly developed angel than she who hath excited thy admiration."

"The legend was interrupted by a passer-by, who requested the 'oldest' to leave something of the property he left the traveler somewhat hastily, and struck a bee-line for the Magnolia."

"But the traveler again walks through the town, and his observant eye catches the main street, which is crowded with teams; that boxes, barrels and goods of all kinds are being constantly transferred from the pack-trains to the canvas houses, which are constantly leaving for the mines; that about one hundred and fifty houses have been completed; many more are in course of construction; and that he notices particularly that Hoboken contains high, dry and wide streets. On one side of the main street the houses back up to the bank of the American river, and on the other side three or four steamboat landings. The water is now far below the natural bank of the river, which it never overflows at this point."

A correspondent of the *Union*, writing from Hoboken, January 19, 1853, among other things, says: "To-day our new city looks like a well-ordered town, with about 100 teams this morning loading for the mines, and also the departure of several trains of pack-mules for the mountain towns in the route to Mormon Island, Placerville, Colusa, Uniontown, Jackson, etc., are gradually improving, as teams with light loads are enabled to reach them without encountering other difficulties, which existed a few days since. The roads, however, in some directions are so bad that they can only be reached by pack-trains, and the roads to the more staple articles are taken in preference to most others; and the dealers in lighter and more fanciful kinds must await the 'good time' when the trade will be more regular, and which, were it not for the immense amount of potatoes, barley and flour daily brought us by the 'Page,' 'Oakland' and 'Kennebec,' it would be impossible to arrive at. Still, we take the liberty of asserting, that no town of its size in California, or in any other State, disposes of more goods in one day than does little Hoboken."

"The mist of the morning still hangs around us, obscuring the snowy summit of the Sierras, but when the sun dissipates the fog, the wanderer standing upon the river's edge, can look upon the valley, where the plowman is now driving his smoking team, and where the rich springing verdure of a California winter grows bright beneath the rising sun. He must feel like exclaiming with the poet: 'Here from this mountain height I see, Thy bright waves floating to the sea, And feel that in the book of fate, Promidly shall thy record name be found.'"

The same correspondent in a letter dated February 9th, does it by saying: "This morning I noticed the departure of three or four of the canvas houses on the upper part of the route, and the arrival of the 'For Sale' and 'To Let.' But this decay has been anticipated by our merchants, who render the impression to the traveler: 'Gather the rose buds (slugs) while you may, for time is not a flying thing. And the same flower that blooms to-day to-morrow may be gone.'"

The town declined as rapidly as it sprang into existence. The *Union* of February 16th said: "We are informed by those who have recently been through the delightful village of the 'Elysian Fields,' that its condition is languid and melancholy to the extreme. Its business men, now generally in the number of a few, are napping close to the merchandise in front of their stores, or strolling idly about town, while the many teams and pack-trains, the thousands of 'box' goods, loaded, hurry rapidly through the streets and pass on to Sacramento."

To-day the river is not what it was in those days, but in numbers of long narrow filled flush with sand from the hydraulic mines, and the high banks spoken of have long since disappeared. The 'Elysian Fields,' yesterday at 10 o'clock, was a crowded city. The day was a lovely one, and every person seemed to enjoy the visit to an unusual degree. The town consists of, perhaps, more than two hundred canvas houses, extending along the river, which is carried on business of almost all kinds, and to a very heavy extent. Among the houses of the town is a barber shop, in which several subjects were costumed, as we passed the door, undergoing the process tonsorial."

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J. W. MARSHALL.

Memorial Address on the Death of a Well-Known Pioneer.

The Sacramento Association of California Pioneers has adopted the following report:

MR. PRESIDENT: Your committee, to whom was assigned the melancholy duty of preparing a memorial address on the death of our late brother, J. W. Marshall, beg leave to report—

That his reputation is world-wide, connected as his name is with the early history of the discovery of gold in California. We do not claim for brother Marshall that he was a discoverer in the same sense as Columbus. He was never compelled to kneel to royalty for the poor privilege of proving to the world that one could approach the jeweled east by going west, and he did not work out in his brain the northwestern problem in navigation, which opened to the civilization of Europe and Asia a new world, destined to take the lead in the world's progress.

Nor was he a discoverer in the same sense as Leverrier, who, by his genius in mathematics and close observation of planetary bodies, revealed to us the just appreciation of the forces of nature in the motions of heavenly bodies, was able to point out that an unknown planet existed, and that its name is with the early history of the discovery of gold in California. We do not claim for brother Marshall that he was a discoverer in the same sense as Columbus. He was never compelled to kneel to royalty for the poor privilege of proving to the world that one could approach the jeweled east by going west, and he did not work out in his brain the northwestern problem in navigation, which opened to the civilization of Europe and Asia a new world, destined to take the lead in the world's progress.

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CRITICISING THE CRITIC.

The Relation Between Beauty in Structure and in Action—The Magic Square.

Ens. RECOGNITION: I had the pleasure on Wednesday evening last of attending the regular monthly meeting of the California Museum Association at the Crocker Art Gallery. One of the most pleasing exercises of the evening was a sort of conversational address by George Chaine, a visitor, upon what he termed "The principles of beauty in structure and in action."

By reason of my very scarce in the sample market. Most of this kind of stock is in warehouse and under good control. Holders can, therefore, to some extent dictate prices, though it is another matter to find custom. But, in the case of the high rate, the person with other articles of feed, that the inquiry has fallen largely. Oats have attracted a goodly number of buyers from former buyers, and it is no easy matter to retain this position. The market is, however, a daily in feed barley is transacted mainly at a range of \$1.00 to \$1.25, with occasional small amounts at \$1.25 to \$1.50. The market for nearly 100 tons was reported sold this week at \$1.40 per ton for shipment. Brewing needs with about as much activity as the feed market is expected. The market is not crowded with this class of stock either in the warehouse or in the market. It is shown by holders to realize. From \$1.50 to \$1.60 will embrace all trade in this line. Cheaper is not especially active, though it is expected that the local demand in the near future will be greater than usual. Quotable at \$1.40 per ton, according to color and weight. Flour can be bought at lower figures.

But the market for the morning session of the San Francisco Produce Exchange was as follows: Buyer season—200 tons, \$1.55; 500, \$1.57; 1,000, \$1.59; 2,000, \$1.61; 3,000, \$1.63; 4,000, \$1.65; 5,000, \$1.67; 6,000, \$1.69; 7,000, \$1.71; 8,000, \$1.73; 9,000, \$1.75; 10,000, \$1.77; 11,000, \$1.79; 12,000, \$1.81; 13,000, \$1.83; 14,000, \$1.85; 15,000, \$1.87; 16,000, \$1.89; 17,000, \$1.91; 18,000, \$1.93; 19,000, \$1.95; 20,000, \$1.97; 21,000, \$1.99